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Hull & Goole Port Health Authority

ANNUAL REPORT

of the

Port Medical Officer

for

1959

ALEXANDER HUTCHISON,
M.D., Ph.D., D.P.H. F.R.F.P.S.G., D.P.A.
Port Medical Officer

Hull & Goole Port Health Authority

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9 Pier Street,
Hull.

May, 1960

To the Chairman and Members of the
Hull and Goole Port Health Authority.

Gentlemen,

I have the honour to submit the Report of the Port Medical Officer of Health of the Hull and Goole Port Health Authority for the year ended 31st December, 1959.

The Report has been prepared in accordance with the instructions contained in Form Port 20 of the Ministry of Health.

During the year there was a decrease in the number of vessels arriving at the Port, principally from coastwise ports, but the overall tonnage showed a definite increase.

The number of deratting and deratting exemption certificates issued during the year was practically the same as in 1958-610 were issued during 1959 as against 614 the previous year.

There are now 2,039 Canal Boats registered by this Authority, 21 of these having been registered during 1959. This Authority is only concerned with " wide " boats and apart from the odd dumb boats belonging to large concerns, which are mainly used as lighters, all new craft are now propelled by diesel engines and prior to registration by the Port Health Authority have been surveyed and passed by the Ministry of Transport and Civil Aviation, whose standards as regards crew accommodation approximate to those applied to merchant vessels. Family life has entirely disappeared from this type of craft and on no occasion during the year has it been necessary to notify the Local Education Authority of the presence of children on board.

Under the Clean Air Act of 1956 legal action was taken against the owners of the m/v " Atheldüchess" for contravention of Section I of the Act. The owners pleaded guilty and were fined £10 in the Magistrates' Court on the 2nd October, 1959.

In February I attended a Conference on the Health and Welfare of Seafarers convened by the World Health Organisation in Marseilles. I had the honour to be appointed Vice-Chairman of this Conference. There were representatives from many countries throughout the world and a most interesting week was spent discussing the problems of health and welfare as affecting seamen. The report of the Conference has not yet been published but it is safe to say that much light was thrown on the problems of the seafarers and the need for more detailed information was apparent to everyone. Now that the World

Health Organisation have decided to tackle this problem good results, I feel, are sure to emerge from their discussions.

Towards the close of 1959 the British Transport Commission announced its intention of proceeding immediately with the £4,750,000 development scheme at the King George Dock, already one of the most modern docks in the country on which the Commission has spent over £1,500,000 in the last few years. It is hoped that the principal redevelopment will be completed in about three years.

To cope with the expanding imports of petroleum at Hull, a programme of expansion is in progress at the Commission's Salt End Jetties. The work will cost £1,000,000 and will provide accommodation for more and bigger tankers up to 27,500 tons d.w.

The Riverside Quay was opened on 12th May, 1959, and is proving most beneficial to the work of the Port. Passengers from 78 ships were dealt with at the new Passenger Terminal on the Quay and 13 Alien passengers were medically examined by the Medical Inspectors under the provisions of the Aliens Order, 1953.

It is with regret that I report the death of Mr. Ernest Johnson, who died on 15th November, 1959. He was a member of the Hull and Goole Port Health Authority for some 27 years and acted as Deputy Chairman for 20 years. A kindly man whose interest in all matters affecting the Port was deep and sincere. He will be sadly missed.

I have also to report the death of Mr. Alfred Day, Inspector of Meat and Other Foods who died on 23rd October, 1959. He had been with the Department for some 23 years. He was untiring in his efforts and obtained excellent results in a quiet, efficient and unobtrusive manner, He, too, will be sadly missed.

I am grateful to H.M. Collector of Customs and Excise and Staff, the Superintendent of H.M. Customs Waterguard and his Officers, H.M. Inspector (Home Office, Aliens Branch) and his staff, the Pilots, Dock Masters, Owners, Agents, Masters of vessels and others for the assistance they have given me during the year. I am also grateful to the British Transport Commission at Hull and Goole for supplying information regarding the trade of the respective ports.

Once again I would like to pay my tribute to the staff, who during the year have worked extremely hard, and to the Chairman and Members of the Authority who have continued to take a keen interest in Port Health work and whose courtesy and kindness to me on all occasions is much appreciated.

I am,

Your obedient Servant,

ALEXANDER HUTCHISON,
Port Medical Officer.

HULL AND GOOLE PORT HEALTH AUTHORITY

Constituted by an Order of the Local Government Board, dated 11th June, 1887

Members elected by the Corporation of Kingston upon Hull

Councillor W. Hobden (*Chairman*) Councillor G. Winters
Councillor J. W. Smith

Members elected by the Goole Borough Council

Councillor C. R. Ingleby (*Deputy Chairman*) Councillor R. Plewes

STAFF—TABLE A

The undermentioned staff changes have taken place during the year :

Name of Officer and Qualifications	Nature of Appointment	Date of Appointment to Staff	Any other Appointments held
A. V. Hollingworth, M.B., CH. B., M.R.C.S., L.R.C.P.	Medical Officer & Medical Inspector of Aliens — occasional duty	from 3rd Oct., 1957 to 16th May, 1959	Asst. Medical Officer, Corporation of Kingston upon Hull
M. I. Hendrie, M.D., D.P.H., D.C.H., D. OBSTET, R.C.O.G.	Medical Officer & Medical Inspector of Aliens — occasional duty	from 6th July, 1959 to 7th Oct., 1959	Senior Medical Officer, Corporation of Kingston upon Hull
S. R. W. Moore, M.B., B.CH., B.A.O., D.P.H.	Medical Officer & Medical Inspector of Aliens — occasional duty	from 29th June, 1959	Asst. Medical Officer, Corporation of Kingston upon Hull
W. Skinner	Inspector of Meat & Other Foods at Hull	from 11th June, 1959	Inspector of Meat & Other Foods, Corporation of Kingston upon Hull
A. Day	Inspector of Meat & Other Foods at Hull	from 5th Oct., 1936 to 31st Oct., 1959. (deceased)	Inspector of Meat & Other Foods, Corporation of Kingston upon Hull

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REPORT

JURISDICTION OF PORT

There has been no alteration in the definition of the limits of jurisdiction of the Port Health Authority.

AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

During 1959, 9,457 vessels entered the Ports of Hull and Goole with a total net tonnage of 7,336,243 as against 10,008 vessels with a total net tonnage of 7,169,704 in 1958.

In the year under review 289 ships were dealt with on arrival by the Medical Officers of the Authority ; this shows a decrease of 4 when compared with the figure for 1958.

The Port Health Inspectors visited 6,700 vessels on 342 of which sanitary defects were discovered, on 103 of these vessels the defects were remedied. In 1958 the figures were respectively 6,899, 425 and 135. Details of this work will be found in Table G, page 27, and in Appendix 1, pages 43-45, and Appendix 5, pages 50-53.

TABLE B

HULL

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having or having had infectious disease on board
			By the Medical Officer of Health	By the Port Health Inspector	
Foreign Ports : Steamers and motor vessels	3,574	4,578,953	207	3,222	11
Fishing vessels ..	2,276	506,544	1	1,640	1
Total	5,850	5,085,497	208	4,862	12
Coastwise Ports : Steamers and motor vessels	1,224	1,190,424	3	520	2
Total from Foreign and Coastwise Ports	7,074	6,275,921	211	5,382	14

GOOLE

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having or having had infectious disease on board
			By the Medical Officer of Health	By the Port Health Inspector	
Foreign Ports : Steamers and motor vessels	1,067	355,969	—	873	—
Coastwise Ports : Steamers and motor vessels	1,316	704,353	—	445	—
Total from Foreign and Coastwise Ports	2,383	1,060,322	—	1,318	—
Total from Foreign and Coastwise Ports–Hull and Goole ..	9,457	7,336,243	211	6,700	14

CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C

PASSENGER TRAFFIC

HULL

No. of Passengers	British	Aliens	Totals
Inwards	8,922	2,491	11,413
Outwards	8,852	2,451	11,303

Total Passengers, Inwards and Outwards .. 22,716

GOOLE

No. of Passengers	British	Aliens	Totals
Inwards	573	130	703
Outwards	725	132	857

Total Passengers, Inwards and Outwards .. 1,560

Figures for Table C were supplied by H.M. District Inspector (Home Office—Immigration Branch).

During the year 24,276 Alien and British passengers entered or departed from Ports of Hull and Goole as compared with 22,734 in 1958.

The number of Aliens entering the district showed a decrease of 199 on comparison with the figure for 1958.

British passengers outwards increased by 928 when compared with the figure for 1958.

CARGO TRAFFIC

HULL

IMPORTS:

Commodity	1959 Tons	1958 Tons
Building & Road-making materials	73,667	48,611
Fish Landings	213,546	218,535
Fruit & Vegetables	136,579	158,705
Grain, Flour & Milling Offals	917,179	826,535
Food & Provisions	321,131	390,246
Molasses	108,301	79,281
Oilseeds & Nuts	261,932	228,166
Iron Ore	—	—
Other Ores	164,373	138,345
Petroleum	2,141,038	2,001,566
Iron & Steel Goods (including Scrap)	49,934	71,851
Raw Wool	112,975	91,686
Pitwood & Mining Timber	110,749	123,284
Other Timber	627,843	501,551
Chemicals & Chemical Fertilisers	130,292	119,880
Other Commodities	670,522	610,475
Totals	6,040,061	5,608,717

EXPORTS:

Commodity	1959 Tons	1958 Tons
Building & Road making materials	34,668	19,318
Grain & Flour	41,844	17,751
Other Food & Provisions	14,633	11,696
Machinery	45,044	29,233
Vehicles & Vehicle Parts	60,777	44,518
Tinplate	1,165	2,580
Iron & Steel Manufactures	177,432	165,100
Petroleum	908,979	928,129
Textiles	3,501	1,024
Chemicals & Chemical Fertilisers	56,431	32,440
Other Commodities	221,164	310,133
	1,565,638	1,561,922
Coal, Coke & Patent Fuel	312,874	981,326
Total	1,878,512	2,543,248
TOTAL IMPORTS AND EXPORTS	7,918,573	8,151,965

During 1959 inward traffic provided an increase of 431,344 tons (7·7%) over 1958, the respective totals being 6,040,061 tons and 5,608,717 tons.

General outward traffic, with a total of 1,565,638 tons compared with 1,561,922 tons, showed an increase of 3,716 tons, but coal, coke and patent fuel shipments declined by 668,452 tons from 981,326 tons in 1958 to 312,874 tons in 1959.

Thus total traffic, inward and outward, in 1959 was 7,918,573 tons, a decrease of 233,392 tons, but allowing for the fact that coal, coke and patent fuel shipments were down by 668,452 tons it is indicated that the increase in general cargo through the docks was no less than 435,060 tons.

Contributing to the considerably heavier inward traffic were increased tonnages of petroleum, timber, grain, oilseeds and nuts, molasses, ores, building and road-making materials, wool, chemicals and fertilisers. The main decreases affected food and provisions, iron and steel, fruit and vegetables, pitwood and mining timber and fish landings.

Among outward traffics the increases were provided by chemicals and fertilisers, grain, vehicles and vehicle parts, machinery, building and road-making materials, iron and steel goods, provisions and textiles. Petroleum distribution from the Salt End installations was below the 1958 tonnage and there was a decline in copper wire shipments to Russia.

The heavy decrease in coal, coke and patent fuel shipments was mainly accounted for by a fall of 568,160 tons in coastwise cargo and an almost complete cessation of slurry exports to Denmark which represented 50,415 tons of the total foreign cargo decline of 65,006 tons. Bunkers also fell, foreign by 9,514 tons, coastwise by 5,523 tons, trawlers by 19,831 tons and miscellaneous items by 418 tons.

GOOLE

IMPORTS:

Commodity	1959 Tons	1958 Tons
Coal, Coke & Patent Fuel	15,354	14,116
Building & Road Making Materials ..	6,569	5,334
Fruit & Vegetables	11,484	17,097
Grain, Flour & Milling Offals ..	36,553	38,999
Food & Provisions	37,223	31,765
Other Ores	49,754	37,284
Petroleum	—	—
Iron & Steel Goods	17,332	20,527
Raw Wool	19,637	16,432
Other Timber	6,464	3,731
Chemicals & Chemical Fertilisers ..	59,328	48,804
Other Commoditeis	213,796	192,070
Total	473,494	426,159

EXPORTS:

Commodity	1959 Tons	1958 Tons
Building & Road Making Material exc. timber, inc. pitch	27,996	33,582
Grain & Flour	16,246	10,033
Machinery	10,267	8,922
Vehicles & Vehicle Parts	1,571	1,448
Iron & Steel	50,100	67,008
Petroleum	2,327	7,148
Textiles & Woollen Goods	16,711	16,389
Chemicals & Chemical Fertilisers ..	4,593	4,366
Other Commodities	64,119	47,541
	193,930	196,437
Coal, Coke & Patent Fuel	1,677,330	1,784,762
Total	1,871,260	1,981,199
TOTAL IMPORTS AND EXPORTS	2,344,754	2,407,358

The greater proportion of the trade of the Port of Goole is coastal and near continental in character.

INLAND BARGE TRAFFIC
REPORT ON THE INSPECTION AND REGISTRATION OF CANAL BOATS

River and canal traffic is between Hull and Leeds, Bradford, Halifax, Castleford, Sheffield, Thorne, Doncaster, Selby, Brighouse, Barnsley, Wakefield, Goole, Selby, York, Newark, Nottingham and Gainsborough.

Number of inspections to Canal Boats	564
Number of boats examined for the purpose of registration ..	17
Number of additional inspections made to ascertain if notices served and verbal cautions given had been complied with ..	10
Total number of inspections	591

The 564 inspections were made on 248 boats which are registered to accommodate 708 adult persons and 245 children, whilst 519 adults (518 males and 1 female) were found to be occupying them. There were no children on board.

Contraventions and Defective Conditions

Number of Canal Boats with contraventions	111
Number of contraventions	228
Number of contraventions remedied	107

Registration Particulars

Total number of Canal Boats on the Register on the 31st December, 1958	2,019
Total number of Canal Boats registered during the year 1959	21
	2,040
Registrations cancelled during 1959	1
Total	2,039

Particulars of registrations during 1959 :

Boats not previously registered	12
Boats on which structural alterations had taken place	9
Total registrations	21
Copies of Certificates of Registration issued	7

Registration Certificates endorsed in consequence of :—

(*a*) Change of ownership	8
(*b*) Change of address of owner	12
Total endorsements	20

INFECTIOUS DISEASES

No notifications were received from medical practitioners of any cases of infectious disease having occurred on canal boats in the district during the year.

LEGAL PROCEEDINGS

It has not been necessary during the year to institute legal proceedings.

This Authority is only concerned with " wide " boats and apart from the odd dumb boats belonging to large concerns, which are mainly used as lighters, all new craft are now propelled by diesel engines and, prior to registration by the Port Health Authority, have been surveyed and passed by the Ministry of Transport and Civil Aviation whose standards as regards crew accommodation approximate to those applied to merchant vessels.

While this Authority fulfills the requirements of Part X of the Public Health Act, 1936, in so far as the registration of canal boats is concerned, it would appear that the Authority's principal functions are in connection with the hygiene and maintenance of the living accommodation, together with enquiries with regard to the incidence of infectious disease.

Family life has entirely disappeared from this type of vessel and on no occasion during the year has it been necessary to notify the local education authority of the presence of children on board.

WATER SUPPLY

FOR THE DISTRICT

Kingston upon Hull Corporation water is supplied for domestic purposes on all docks.

FOR SHIPPING

The water supplied to ships for domestic purposes is the Kingston upon Hull Corporation Supply and is delivered either by means of water boats or by hydrants situated on the dock-side.

REPORTS ON TESTS FOR CONTAMINATION

(*a*) *Chemical*

Forty-six water samples obtained from water-boats and ships in Hull and Goole were examined by the Port Analyst with the following results :

Satisfactory	Unsatisfactory	Total
43	3	46

(*b*) *Bacteriological*

Fifty-eight samples from water-boats and ships were examined bacteriologically by the Director of the Public Health Laboratory Service. The results of the examinations were as follows :

Satisfactory	Unsatisfactory	Total
55	3	58

Where the water samples were considered to be unsatisfactory instructions were issued for the water tanks to be cleansed, cement-washed and re-filled with fresh water from the district supply. These orders were complied with.

On the 1st July, 1959, the Port Medical Officer of Health for Manchester reported that the results of the bacteriological examination of samples of drinking water from a ship were unsatisfactory.

On arrival of the vessel at Hull the fresh water tanks were thoroughly cleansed and cement-washed and after re-filling with fresh water, thirteen bacteriological samples were taken from the following points, namely, fore-peak tank, six filters and the by-pass taps. Two filter samples were found to be unsatisfactory.

The vessel left for Birkenhead before the results of the examination were known, but the local agents and the Port Medical Officer of Health for Liverpool were notified of the circumstances.

New filters were fitted at Birkenhead and subsequent samples of water submitted for bacteriological examination were found to be satisfactory.

PRECAUTIONS AGAINST CONTAMINATION OF HYDRANTS AND HOSEPIPES

Vessels are supplied with fresh water from privately-owned water-boats or direct from hydrants on the quayside under the ownership of the British Transport Commission.

Samples are taken periodically from water-boats and when considered necessary from the hydrants, the latter with the consent and co-operation of the British Transport Commission.

Should any hydrant or equipment be found in an unsatisfactory condition the matter is reported to the British Transport Commission who take the necessary action.

NUMBER AND SANITARY CONDITION OF WATER BOATS AND POWERS OF CONTROL BY THE AUTHORITY

Docks	Number of Boats
Albert and Sir William Wright	2
Humber	2
Victoria	2
Alexandra	3
Goole	2

These boats are periodically cleansed and cement washed and are under the constant supervision of the Authority's Inspectors who take samples of the water at frequent intervals for chemical analysis and bacteriological examination.

Where adverse reports are received the appropriate action is taken under the provisions of Section 141, Part IV of the Public Health Act, 1936.

In certain cases it has been noted that the taps in the galleys supplied water not intended for drinking, although no indication appeared to that effect. Where these were found appropriate notices were put up forthwith.

It is, however, regretted that, from a public health point of view, taps in ships' galleys should at any time supply water unfit for drinking.

SMALLPOX

All cases or suspected cases of Smallpox may be sent to the Castle Hill Hospital, Cottingham, E. Yorks.

Ambulances for the removal of cases to hospital are provided at all times by the Hull Corporation Ambulance Service which is under the direction of the Medical Officer of Health of the city.

Vans are also available for the conveyance of bedding, etc. to and from the Corporation Disinfecting Station, Scarborough Street, Hull.

All ambulance crews and the staff of the Authority are subjected to periodical vaccination.

Dr. Alexander Hutchison, Medical Officer of Health of the City of Kingston upon Hull, and of the Hull and Goole Port Health Authority, is the Smallpox consultant for the district.

Specimens for laboratory diagnosis are forwarded to either :

(*a*) The Virus Reference Laboratory,
Central Public Health Laboratory,
Colindale Avenue,
London, N.W.9.

or (*b*) The Department of Bacteriology,
Mount Pleasant,
Liverpool, 3.

VENEREAL DISEASE

Cases of Venereal Disease are treated at the Clinic, Mill Street, Hull.

The times of attendance for seeing the doctor are as follows :

Monday	10.0 a.m. to 12 noon 5.0 p.m. to 6.0 p.m.
Tuesday	10.0 a.m. to 12 noon 5.0 p.m. to 6.0 p.m.
Wednesday	10.0 a.m. to 12 noon 5.0 p.m. to 7.0 p.m.
Thursday	10.0 a.m. to 12 noon 5.0 p.m. to 6.0 p.m.
Friday	10.0 a.m. to 12 noon 5.0 p.m. to 6.0 p.m.
Saturday	——

A ' Notice to Seamen ' Card has been printed in fourteen languages, giving the address of the clinic and the times of attendance.

At Goole a clinic is held on Thursdays from 3.0 p.m. to 7.0 p.m. at the Bartholomew Hospital.

In-patients are treated at the Western General Hospital, Anlaby Road, Hull, and at the Kingston General Hospital, Beverley Road, Hull.

At Goole in-patients are treated at the Bartholomew Hospital.

CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Cases landed from Ships from Foreign Ports

Disease	Number of cases during the year		Number of ships concerned
	Passengers	Crew	
Chicken-pox ..	1	3	4
Influenza	—	7	5
Pneumonia	—	1	1
Pulmonary Tuberculosis	—	1	1

Cases which have occurred on ships from Foreign Ports but have been disposed of prior to arrival

Disease	Number of cases during the year		Number of ships concerned
	Passengers	Crew	
Influenza	—	2	1
Pulmonary Tuberculosis	—	1	1

Cases landed from Other Ships

Disease	Number of cases during the year		Number of ships concerned
	Passengers	Crew	
Pneumonia	—	1	1
Pulmonary Tuberculosis	—	1	1

A CASE OF SUSPECTED TYPHOID FEVER LANDED AT SOUTHAMPTON

On the 25th February, 1959, the m/v " British Rover " arrived Hull from India via Suez, Southampton and London.

It had been reported from London that a case of Typhoid Fever had been landed at Southampton.

The vessel was boarded on arrival by an Officer of the Authority. The Master reported " All well " with the exception of the Second Officer who was later examined by an Assistant Port Medical Officer.

Specimens of faeces were taken from the remaining twenty members of the original crew of forty-three ; no organisms of the Salmonella or Shigella groups were found.

The Second Officer was seen again on the 26th February, 1959, and was found to be quite well.

It was subsequently reported from Southampton that although the original case had a perforated intestinal ulcer, suspected to be of typhoid origin, the diagnosis had not been confirmed either bacteriologically or serologically.

The vessel left Hull for the Tyne on the 26th February, 1959, and the Port Medical Officer for the district was made aware of the circumstances.

OBSERVATIONS ON THE OCCURRENCE OF MALARIA ON SHIPS

No cases of Malaria were noted during the year and no cases were reported as having been disposed of prior to arrival.

MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No ships, infected with or suspected for Plague, arrived in the district during the year.

MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

PROCEDURE FOR INSPECTION OF SHIPS FOR RATS

The Authority's Inspectors and/or Rodent Searchers inspect all ships from foreign ports for evidence of rat infestation, special attention being given to those coming from Infected Areas, direct or via ' excepted ' or British ports, numbering 419 in 1959.

Where evidence of recent infestation is found traps are laid to confirm the findings.

In 1959 traps were set on 140 ships and 99 rats were caught.

The Inspectors of the Authority also pay daily visits to ships from infected Areas and enquiries regarding the presence of rats form part of their normal duties.

ARRANGEMENTS FOR THE BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RODENTS

A proportion of all rats trapped and all found dead, including those destroyed by the Rat Catchers employed by the British Transport Commission, are submitted to the Director of the Public Health Laboratory Service, 184 High Street, Hull for bacteriological examination. Eight rats were examined during the year, none of which showed evidence of Pasteurella pestis. Details are given in Table E (page 25).

ARRANGEMENTS FOR DERATTING SHIPS

Four methods of rat destruction are approved, namely : (1) Fumigation by hydrogen cyanide ; (2) Fumigation by sulphur dioxide ; (3) Trapping, and (4) Poisoning by sodium fluoroacetate. Details are given in Tables E and F. (pages 25-26).

Where deratting by fumigation or by sodium fluoroacetate is considered necessary the work is carried out by commercial contractors. The firms approved by the Authority for undertaking this work are as follows :

(*a*) Messrs. R. W. Arro & Co. Ltd.
433 Hedon Road,
Hull.

(*b*) Messrs. Harrison & Doughty Ltd.
Wyke Street,
Hull.

(*c*) Insecta Laboratories Ltd.,
176 Vauxhall Bridge Road,
London, S.W.1.

(*d*) Riverside (Painters & Contractors) Ltd.,
441 Hedon Road,
Hull.

(*e*) Scientex Ltd.,
30-31 Queen Street,
London, E.C.4.

PROGRESS IN RAT-PROOFING OF SHIPS

The elimination of rat harbourage in the construction of new vessels and the continued recommendations by Officers of the Authority with regard to rat-proofing in the older type of vessel play an important part in the effective control of rat life on board ships.

PREVENTION OF DAMAGE BY PESTS ACT, 1949
PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951

No Rodent Control Certificates were issued during the year under the Prevention of Damage by Pests (Application to Shipping) Order, 1951, made under the Prevention of Damage by Pests Act, 1949.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

Category	Number
Black Rats	162*
Brown Rats	—
Species not known	—
Sent for examination	2
Infected with Plague	—

* This total includes 12 rats killed as a result of fumigation by hydrogen cyanide and 51 found after treatment with sodium fluoroacetate.

In addition, 8 mice were caught by the Authority's Rodent Searchers and 95 were found after treatment with sodium fluoroacetate.

RODENTS DESTROYED DURING THE YEAR IN WAREHOUSES ON THE DOCK ESTATE

Category	Number
Black Rats	6*
Brown Rats	381*
Species not known	—
Sent for examination	6
Infected with Plague	—

* The above figures were supplied by the British Transport Commission (Hull Docks).

TABLE F

DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS

No. of Deratting Certificates issued					Number of Deratting Exemption Certificates issued	Total Certificates issued
After Fumigation with		After trapping	After poisoning	Total		
HCN	Other Fumigant (state method)					
3	—	—	14 (sodium fluoroacetate)	17	593	610

INSPECTION OF SHIPS FOR NUISANCES

TABLE G

INSPECTIONS AND NOTICES

Category of Nuisance and Number of Inspections			Notices Served		Result of Serving Notices
Nuisance	Number Found	Number Remedied	Statutory Notices	Other Notices	
British Defects of original construction . .	—	—	Nil	Nil	—
Structural defects through wear and tear	74	64	Nil	15	15 ships remedied
Dirt, vermin and other conditions prejudicial to health	700	699	Nil		
Defects arising from structural alterations	16	—	Nil	3 (to Ministry of Transport)	—
Foreign Defects of original construction . .	319	—	Nil	Nil	—
Structural defects through wear and tear	12	5	Nil	1	Conditions remedied
Dirt, vermin and other conditions prejudicial to health	47	43	Nil		
Defects arising from structural alterations	138	1	Nil	Nil	—
Totals	1,306	812	Nil	19	16

The close co-operation existing between the Ministry of Transport surveyors and the officers of your Authority continues in regard to the standards laid down in the Merchant Shipping (Crew Accommodation) Regulations, 1953.

It should be noted that defects of original construction and those arising from structural alterations are not strictly matters for correction by your officers and such defects when found on British ships are notified to the Ministry of Transport for their attention.

CREW ACCOMMODATION

As the older type of ship is replaced by new tonnage the standard of hygiene will continue to improve. It is interesting to note the absence of defects of original construction on British vessels inspected during 1959 ; the figure for 1958 was 5.

The number of ships on which verminous conditions exist continues to be very low and with the continued use of modern insecticides it is anticipated that these conditions will entirely disappear in the foreseeable future.

It was not necessary to serve any statutory notices ; all the conditions complained of being remedied as a result of informal action.

MEDICAL INSPECTION OF ALIENS

The Medical Inspectors of Aliens holding Warrants of Appointment at the 31st December 1959 were as follows :

1. Dr. Alexander Hutchison, Port Medical Officer of Health.
2. Dr. A. McGregor, Deputy Medical Officer, Hull C.B.
3. Dr. A. H. Fairlamb, Senior Medical Officer, Hull C.B. (part-time Boarding Duty).
4. Dr. M. I. Hendrie, Senior Medical Officer, Hull C.B. (part-time Boarding Duty-6th July, 1959 to 7th October, 1959).
5. Dr. G. R. Walker, Asst. Port Medical Officer of Health.
6. Dr. S. Klinger, Assistant Medical Officer, Hull C.B. (part- time Boarding Duty).
7. Dr. B. Reffold, Senior Medical Officer, Hull C.B. (part-time Boarding Duty).
8. Dr. A. V. Hollingworth, Asst. Medical Officer, Hull C.B. (part-time Boarding Duty-to 16th May, 1959).
9. Dr. Elizabeth Wales, Assistant Medical Officer, Hull C.B. (part-time Boarding Duty).
10. Dr. S. R. W. Moore, Assistant Medical Officer Hull, C.B. (part-time Boarding Duty from 29th June, 1959).

ALIENS ORDER, 1953
MEDICAL EXAMINATION OF ALIENS
during the year ended 31st December, 1959

1.	Number of arriving ships carrying aliens	1,365
2.	Total number of arriving aliens (excluding crews) ..	2,491
3.	Total number of ships boarded by Medical Inspectors	183*
4.	Total number of aliens medically examined	69
5.	Reports and certificates for aliens medically examined :	

* Includes 78 vessels, the alien passengers from which were dealt with at the Passenger Terminal, Riverside Quay, Hull.

	Nature of Report or Certificate	Total number of reports and certificates issued	Aliens **Not Permitted** to land
A	Unsound mind or mentally defective	—	—
B (1)	Undesirable for medical reasons	—	—
B (2)	Inability to support	—	—
	Likely to require medical treatment	—	—
C	Conditionally landed for further medical examination	—	—
	Totals	—	—

MISCELLANEOUS

ARRANGEMENTS FOR THE BURIAL ON SHORE OF PERSONS WHO HAVE DIED ON BOARD SHIP FROM INFECTIOUS DISEASES

NO CHANGE

CLEAN AIR ACT, 1956

During 1959, 39 vessels were observed to contravene Section 1 of the Clean Air Act, 1956. Verbal and formal notices, in accordance with the provisions of Section 30(1) of the Act were served on the responsible persons concerned.

During the year legal action was taken against the owners of the m/v " Athelduchess ", who pleaded guilty and were fined £10 in the Magistrates' Court on the 2nd October, 1959.

The majority of the offenders are harbour craft, tugs, dredgers etc., many of which have natural draught, coal-fired boiler furnaces.

With regard to the dredgers, a meeting was held with the representatives of the British Transport Commission and as a result it was decided to experiment with two dredgers by fitting smoke eliminator doors to the boilers. This work has been carried out and appears to be satisfactory. A visit was paid to one of the vessels concerned and apparently under normal working conditions these vessels should be able to operate within the limits prescribed by the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958.

As a result of these experiments it was decided to fit smoke eliminator doors to other craft.

A programme has been laid down for the provision of three new diesel dredgers but this was obviously a long term policy.

CERTIFICATES OF HEALTH

At the request of the agents, Messrs. Ellerman's Wilson Line Ltd., samples of sand used for the purpose of ballast were submitted to the Ministry of Agriculture, Fisheries and Food, Plant Health Branch, Leeds, for testing and were found to be free from obnoxious plant infestation and particularly from the Potato Root Eelworm.

Samples were also submitted to the Director of the Public Health Laboratory Service for bacteriological examination and were reported to be free from pollution by sewage.

Eight vessels were concerned and certificates to the above effect were issued to Messrs. Ellerman's Wilson Line Ltd., Hull.

Eleven certificates of health were issued to Saphir Shipping Ltd., Hull, to the effect that there were no epidemics of Cholera, Typhus, Plague, Yellow Fever or Smallpox existing in the Ports of Hull and Goole and also that the ports were free from Foot and Mouth Disease. The certificates related to consignments of wool and nylon waste, etc., for shipment to Thessaloniki and Piraeus.

A certificate to the above effect was also issued to Messrs. Richard Hodgson & Sons Ltd., Beverley, E. Yorks., in connection with a shipment of hides to Venice.

A certificate was issued to Messrs. Thomas Meadows & Co., Ltd., Hull, to the effect that sixty-nine tubes marked " Techn. Vaseline " had been destroyed under the supervision of the Authority. The operation was carrried out in order to comply with the requirements of H.M. Customs and Excise.

DANGEROUS DRUGS (No. 3) REGULATIONS, 1923

Two certificates were issued under the above regulations to enable the masters of the vessels to obtain first-aid outfits (each outfit containing six tubonic ampoules of Omnopon) in accordance with the requirements of the Ministry of Transport.

FOOD INSPECTION

HULL

Report of the Chief Food Inspector

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948

Number of visits to docks	1,666
Number of steamers from which cargoes were inspected	959
Number of packages landed therefrom	9,249,420
Number of detention notes issued by H.M. Customs	436

PARTICULARS OF PROHIBITED MEAT DISCOVERED

NIL

PARTICULARS OF "MEAT PRODUCTS"—SECOND SCHEDULE

Country of origin	Description	Quantity	
Argentine	Tinned Meat	500	packages
Australia and New Zealand	Tinned Meat	167,477	,,
,,	Stearine	13	,,
,,	Offal	352	,,
,,	Mutton and Lamb	117,302	Carcases
,,	Meat Sundries	20,283	packages
,,	Crops	8,045	quarters
,,	Lard	527	packages
,,	Veal	362	,,
,,	Tallow	6,456	,,
Belgium	Tinned Meat	800	packages
,,	Lard	1,899	,,
Canada	Lard	16,718	packages
Denmark	Tinned Meat	379,424	,,
,,	Offal	17,997	,,
,,	Bacon	284,398	bales
,,	Lard	39,602	packages
,,	Sausage	425	,,
,,	Chitterlings	22	,,
,,	Maws	50	,,
,,	Meat Sundries	21	,,
France	Tinned Meat	6,867	,,
,,	Lard	57,629	,,
,,	Tallow	30	,,
Germany	Tinned Meat	12,266	,,
,,	Casings	8	,,

Country of origin	Description	Quantity
Holland	Tinned Meat	221,468 packages
,,	Lard	107,593 ,,
,,	Sausage	60 ,,
,,	Casings	3 ,,
,,	Offal	354 ,,
,,	Veal	762 ,,
,,	Bacon	858 bales
Iceland	Casings	12 packages
Norway	Casings	166 ,,
Poland	Tinned Meat	168,547 ,,
,,	Bacon	97,110 bales
South Africa	Tinned Meat	1,875 packages
Sweden	Bacon	19,029 bales
,,	Casings	147 packages
,,	Lard	457 ,,
,,	Tinned Meat	8,095 ,,
U.S.A.	Lard	245,266 ,,
,,	Tinned Meat	1,500 ,,
Yugoslavia	Tinned Meat	1,875 packages

OTHER FOODSTUFFS INSPECTED

Description	Quantity
Apples	1,348,250 packages
Onions	568,624 ,,
Lettuce	264,661 ,,
Tinned Tomatoes	235,459 ,,
Potatoes	605,492 ,,
Bilberries	501,875 ,,
Tinned Fruit	287,796 ,,
Cheese	121,243 ,,
Peas	31,713 ,,
Grapefruit	22,614 ,,
Lemons	43,495 ,,
Melons	17,121 ,,
Peaches	39,526 ,,
Tinned Fish	82,280 ,,
Tinned Milk	14,975 ,,
Milk Powder	59,245 ,,
Confectionery	50,091 ,,
Fish	40,371 ,,
Yeast	60,193 ,,
Fruit Juice	26,297 ,,
Frozen Egg	1,862 ,,

Description	Quantity	
Gherkins	3,566	packages
Beetroot	7,815	,,
Pomegranates	1,030	,,
Jam etc.	3,959	,,
Shell Fish	8,040	,,
Tinned Vegetables	3,911	,,
Leeks	360	,,
Pearl Barley	260	,,
Parsnips	234	,,
Radish	651	,,
Gooseberries	394	,,
Celery	10	,,
Bread Improver	50	,,
Tea	24	,,
Oranges	376,323	,,
Tomatoes	465,468	,,
Cauliflower	174,578	,,
Carrots	126,882	,,
Pears	109,747	,,
Butter	743,374	,,
Dried Fruit	204,613	,,
Cabbage	54,487	,,
Nuts	15,555	,,
Grapes	48,131	,,
Cucumber	51,251	,,
Plums	14,254	,,
Margarine	35,068	,,
Cocoa Products	40,383	,,
Tinned Poultry	13,194	,,
Sugar	99,789	,,
Biscuits	33,760	,,
Eggs	40,713	,,
Tinned Cream	45,665	,,
Poultry	15,535	,,
Rusks	30,230	,,
Vegetables in brine	7,806	,,
Cherries	7,480	,,
Rice	2,032	,,
Dried Vegetables	1,207	,,
Coffee	9,831	,,
Dried Egg	1,753	,,
Beans	383	,,
Sauerkraut	790	,,
Mushrooms	575	,,

Description	Quantity
Strawberries	211 packages
Sprouts	91 ,,
Swedes	68 ,,
Tinned Soup	50 ,,
Butter Colouring	6 ,,

FOODSTUFFS FOUND TO BE UNFIT

Description	Quantity	Weight			
		Tons	cwts.	qrs.	lb.
Lettuce	3 crates	—	—	1	2
Lard	14 packets	—	—	—	7
Oranges	89 cases	2	4	2	—
Biscuits	4 packets	—	—	—	2
Bacon		—	3	1	5
Onions	4002 bags, 1501 cases	112	5	2	—
Apples	33 cases	—	16	2	—
Tinned Meat	2367 tins	—	15	3	—
Butter	4 cartons	—	1	—	—
Pears	410 cases	2	15	2	—
Potatoes	45 bags	1	2	2	—
Cherries	9 chips	—	—	3	—
Melons	4 cases	—	—	3	16
Bilberries	1393 chips	2	9	3	—
Grapes	80 trays	—	7	—	16
Tinned Fruit	20 cases	—	8	3	—
Marzipan	1 case	—	—	1	8
Peas	19 bags	—	19	—	—

OFFICIAL CERTIFICATES

Fifty cases of Pork Luncheon Meat, mark : "E.A.S. P.R. 8219, 1150" were landed ex the s.s. " Lingestroom " from Holland bearing incorrect " Official Certificates". The goods were detained and returned to the country of origin at a later date.

One hundred cartons of Cooked Boneless Hams, mark : " Lot No. 2469 " were landed ex. the s.s. " Primula " from Denmark bearing incorrect " Official Certificates ". The goods were detained and at a later date returned to the country of origin on the same ship.

FOOD & DRUGS ACT, 1955

Sixteen samples of foodstuffs in transit were taken under the above Act and submitted for chemical analysis—report on page 39.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948

The above regulations have been in operation during the year and are working satisfactorily. 331 samples of foodstuffs were taken for chemical analysis and bacteriological examination under the above Regulations—report on page 42.

PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD) REGULATIONS, 1925-1958

Thirty-two samples of foodstuffs were taken for chemical analysis under the above Regulations—report on page 40.

ARSENIC IN FOOD REGULATIONS, 1959

The above Regulations came into operation on the 10th August, 1959. Three samples of foodstuffs were taken for chemical analysis —report on page 39.

ANTIOXIDANT IN FOOD REGULATIONS, 1958

Seven samples of foodstuffs were taken for chemical analysis under the above Regulations—report on page 39.

COLOURING MATTER IN FOOD REGULATIONS, 1957

Five samples of foodstuffs were taken for chemical analysis under the above Regulations—report on page 39.

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926

No action was taken under these Regulations during the year.

PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934-1948

There are no shellfish beds within the area of jurisdiction of the Authority.

Total number of foodstuffs submitted for :—

(*a*) Chemical analysis . . . . 119—report on pages 39-42
(*b*) Bacteriological examination 272—report on pages 42-43

Action taken as a result of unsatisfactory reports :—

Apples.—Apples found to have more than the permissible amounts of lead or arsenic were washed and re-sampled.—report on page 42

Plum Pulp.—Written guarantees were received from the firms concerned to the effect that the pulp would be so treated so as to comply with the Preservatives Regulations before being sold to the public—report on page 41.

FOOD INSPECTION

GOOLE

REPORT OF THE SENIOR PORT HEALTH INSPECTOR

Number of visits to docks	187
Number of vessels from which cargoes were inspected	183
Number of packages landed therefrom	1,793,820
Number of Detention Notes issued by H.M. Customs	Nil

PARTICULARS OF "PROHIBITED" MEAT DISCOVERED

NIL

PARTICULARS OF "MEAT PRODUCTS"

SECOND SCHEDULE

Description	Quantity	
Bacon	242,986	bales
"Plumrose" Meats, tinned ..	47, 934	cartons
Luncheon Meat, tinned	39,621	,,
Chopped Ham, tinned	27,750	,,
Pork Luncheon Meat, tinned ..	29,032	,,
Chicken Fillets, tinned	19,050	cases
Ham, tinned	13,947	cartons
Bacon	8,824	middles
Chicken, tinned	5,900	cartons
Pork, tinned	4,685	,,
Pate de foie, tinned	3,550	,,
Cocktail Sausages, tinned	3,234	,,
Luncheon Meat, mixed, tinned ..	2,605	,,
Frankfurter Sausages, tinned ..	2,283	,,
Vienna Sausages, tinned	1,286	,,
Fresh Meat	1,068	cartons & cases
Devilled Ham, tinned	1,000	cartons
Chicken Skin, tinned	975	,,
Fresh Pork Loins	970	,,
Tongues, tinned	945	,,
Chicken Breasts, tinned	670	tins
Chicken Hearts, tinned	650	cartons
Meat, tinned	626	cartons
Lunch Tongues, tinned	670	,,
Pork Loins, tinned	573	boxes & cartons
Fresh Ox Kidneys	517	cartons
Chicken Fat, tinned	500	tins
Chipolata Sausages, tinned	486	cartons
Chopped Chicken, tinned	475	,,

Description	Quantity	
Sliced Ham, tinned	410	cartons
Chopped Pork, tinned	360	,,
Pork Shoulder, tinned	250	,,
Udders	248	casks
Pork in Juice, tinned	200	cartons
Calf Spleens	178	cartons
Jellied Veal, tinned	115	,,
Salami Sausage	90	cases
Chopped Ham & Tongue, tinned	70	cartons
Cocktail Sausages in glass jars	67	,,
Skinless Sausages, tinned	50	,,
Sliced Bacon	43	cartons
Veal Lungs,	30	,,
Sausages, tinned	30	,,
Turkey, tinned	20	,,
Devilled Bacon, tinned	10	,,
Bacon, tinned	9	boxes & cartons
Pate with mushrooms, tinned	8	cartons
Pork Butts, tinned	5	cartons
Ham Pate, tinned	5	,,
Ham Pastie, tinned	5	,,
Meat Preserves, tinned	4	,,
Fresh Calf Lungs	2	,,

OTHER FOOD INSPECTED

Description	Quantity	
Beer	697,624	cartons & cases
Cheese	346,267	crates, cases tubs & boxes
Potatoes	79,544	bags
Toasties	35,872	cartons
Butter	30,310	boxes & casks
Cheeses	16,349	,, ,, ,,
Farina	15,744	bags
Milk, condensed	19,995	cases
Cockles in vinegar	15,050	tins
Sago Flour	13,598	bags
Potato Flour	10,728	,,
Cheese & Bacon Spread, tinned	9,564	cartons
Onions	9,354	bags
Cheesespread	8,854	cartons
Biscuits	3,500	cartons
Cabbages	2,500	bags
Fresh Cockles	2,120	,,

Description	Quantity
Peas	1,850 bags
Danish Blue Cheese	1,797 cases
Frozen Eggs	1,350 tins
Whey Powder	1,018 bags
Milk Powder	800 ,,
Carrots	800 ,,
Frozen Egg whites	500 tins
Blue Peas	500 bags
Dates	430 crates
Cornflour	400 bags
Cockles in brine	395 tins
Dextrine	350 bags
Boiled Salted Cockles	511 baskets
Sauerkraut	295 cartons & kegs
Confectionery	285 cartons
Cream, tinned	150 ,,
Marrowfat Peas	150 bags
Salted Shrimps	84 barrels
Mussels, tinned	68 cartons
Shrimps	60 cases
Chocolate	50 cartons
Chewing Gum	50 ,,
Rye Bread	2 ,,
Smoked Eels	1 crate

FOODSTUFFS FOUND TO BE UNFIT

Description	Weight Tons	cwts.	qrs.	lb.
Potatoes	147	10	—	—
Bacon	—	2	3	19
Ham, tinned	—	—	2	16
Luncheon Meat, tinned	—	—	2	5½
Pork Luncheon Meat, tinned	—	—	2	—
Butter	—	—	1	26½
Pork, tinned	—	5	—	12
Frankfurter Sausages, tinned	—	—	—	19
Cheesespread	—	—	—	9½
Cheese and Bacon Spread	—	—	—	6½
Chopped Ham, tinned	—	—	—	2
Pork in Juice, tinned	—	—	—	2

DETENTIONS

Seventy tins of Chicken Skins, from a total consignment of 200 tins, ex the m/v " Nieuwland " from Harlingen, were found to be blown. The whole consignment was detained at Goole and subsequently returned to the country of origin.

FOOD AND DRUGS ACT, 1955

Ten samples of foodstuffs were taken for chemical analysis under the above Act—report below.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948

Three samples of foodstuffs taken for chemical analysis and bacteriological examination under the above Regulations—report on page 42.

PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD) REGULATIONS, 1925-1958

Thirteen samples of foodstuffs were taken for chemical analysis under the above Regulations—report on page 40.

Total number of foodstuffs submitted for :—

(*a*) Chemical analysis . . . . 24—report on page 39-42
(*b*) Bacteriological examination 3—report on page 42-43

Action taken as a result of unsatisfactory reports :—

Bacon Rind.—The firms to whom the bales of bacon were consigned were advised to pare off the affected parts before sale. If the stain was excessive and penetrated deeply it was recommended that the bacon should not be sold for human consumption. The Medical Officers of Health for the districts to which the bacon was consigned were informed of the circumstances.

REPORT OF THE PORT ANALYST

FOODSTUFFS

In the table below the results of the examination of one hundred and forty six samples of foodstuffs are set out :

FOOD AND DRUGS ACT, 1955

including samples taken under the Colouring Matter in Food Regulations, 1957, the Antioxidant in Food Regulations, 1958, and the Arsenic in Food Regulations, 1959.

Sample	Number	Result of Examination
Butter	8	Genuine.
Cheese Spread	1	Contained 18.2 per cent of butterfat, equivalent to 45.3 per cent of butterfat in the dry solids. The sample was labelled " 45 per cent. Butterfat in dry solids ". I am of the opinion that cheese spread should contain not less than 20 per cent. of butterfat and that the declaration of the butterfat content based on dry solids is liable to be misleading to the ordinary purchaser.
Cheese Spread	2	Genuine.
Chicken Fillets	1	Genuine.
Cockles in Vinegar ..	1	Genuine.
Coffee Extract, ...	1	Genuine.
Cream, Tinned	4	Genuine.
Honey	1	Genuine.
Milk, Evaporated ..	4	Genuine.
Milk Powder, Full Cream	2	Genuine.
Raspberries, Tinned ..	1	Genuine.
Bakery Cream	1	No prohibited colouring matter detected.
Butter colouring ..	1	No prohibited colouring matter detected.
Confectionery (sweets) ..	3	No prohibited colouring matter detected.
Lard	7	Two samples contained antioxidant (permissible).
Yeast	1	Contained 0.7 parts per million arsenic (2 parts per million allowed).
Yeast	1	Negative for arsenic
Citrus Pectin	1	Negative for arsenic.

PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD) REGULATIONS, 1925-1958

Sample	Number	Result of Examination
Angelica	1	Free from preservatives and prohibited colouring matter.
Bilberry Syrup	1	Free from preservatives and arsenic.

Sample	Number	Result of Examination
Blackcurrant Pulp	3	Contained 897, 1530 and 1550 parts per million sulphur dioxide (1500 parts per million allowed). Free from other preservatives.
Chicken, Chopped	1	Free from preservatives.
Dried Fruit (Currants)	1	Free from preservatives.
Dried Fruit (Raisins)	1	Free from preservatives.
Dried Fruit (Sultanas)	1	Free from preservatives.
Grapefruit	3	Negative for thiourea and diphenyl.
Ham, Chopped	1	Free from preservatives.
Ham, Deviled, Canned	1	Free from preservatives.
Jam (Strawberry)	1	Free from preservatives and prohibited colouring matter.
Lemons	4	Negative for thiourea and diphenyl.
Lunch Tongues	1	Contained 7 parts per million sodium nitrite (200 parts per million allowed).
Milk, Evaporated	1	Free from preservatives.
Oranges	6	Five samples contained diphenyl (less than permitted amount).
Oranges	1	Negative for thiourea and diphenyl.
Pate de Foie	1	Free from preservatives.
Plum Pulp	1	Contained 1870 parts per million sulphur dioxide (1500 parts per million allowed).
Potato Strips	1	Free from preservatives.
Potato Mash Powder	1	Free from preservatives.
Pork Luncheon Meat	1	Contained 13 parts per million sodium nitrite (200 parts per million allowed) amd 2992 parts per million potassium nitrate.
Pork Luncheon Meat	1	Free from preservatives.
Raspberry Pulp	2	Contained 1483 and 1425 parts per million sulphur dioxide respectively (1500 parts per million allowed),
Redcurrant Pulp	2	Contained 1080 and 1410 parts per million sulphur dioxide respectively (1500 parts per million allowed).
Sauerkraut	1	Free from preservatives.

Sample	Number	Result of Examination
Sausages, Cocktail	1	Contained 123 parts per million sodium nitrite (200 parts per million allowed) and 1870 parts per million potassium nitrate.
Sausages, Frankfurter	1	Free from preservatives.
Shrimps	1	Free from preservatives.
Strawberry Pulp	1	Contained 1913 parts per million sulphur dioxide (1500 parts per million allowed).
Tomato Juice	1	Free from preservatives and prohibited colouring matter.
Turkey, Chopped	1	Free from preservatives.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948

Sample	Number	Result of Examination
Apples, Unwashed	50	Ten samples contained excessive amounts of arsenic and/or lead, the maximum amounts present being 10 and 24 parts per million respectively, as compared with the recommended limits of 1 and 2 parts per million.
Apples, Washed	5	All the samples contained arsenic and/or lead under the recommended limits.
Bacon Rind	4	Discolouration due to a copper compound.
Warehouse Drainings	1	Discolouration due to a copper compound.

BACTERIOLOGICAL EXAMINATIONS

During the year 275 samples of foodstuffs were submitted to the Director of the Public Health Laboratory Service for bacteriological examination, with the following results :—

Nature of Sample	Number	Result
Hen Egg Albumen	47	40 samples negative. 3 samples—Salmonella typhi-murium. 3 samples—Salmonella bareilly. 1 sample—Salmonella thompson.

Nature of Sample	Number	Result
Hen Egg White	8	Negative
Tinned Crab	2	Negative
Frozen Egg	213	Negative
Hen Egg Yolk	2	Negative
Mussels in vinegar	1	Cultures sterile
Chicken Skins period (tins)	2	Cultures aerobic and anaerobic sterile

The following miscellaneous samples were also examined bacteriologically :—

Nature of Sample	Number	Result
Sand	18	Faecal coli absent Organisms of the Salmonella or Shigella groups not present. No evidence of sewage pollution
Rectal Swabs	20	Organisms of the Salmonella or Shigella groups not present.
Faeces	3	Organisms of the Salmonella or Shigella groups not present

APPENDIX I

HULL

SUMMARY OF INSPECTIONS TO VESSELS, FOREIGN AND COASTWISE

From			
Foreign	Steamships	892	
	Motor Vessels	2,537	
	Fishing Vessels	1,641	
Coastwise	Steamships	109	
	Motor Vessels	412	
	Fishing Vessels	2	
			5,593

GOOLE

Foreign	Steamships	27	
	Motor Vessels	693	
Coastwise	Steamships	184	
	Motor Vessels	414	
			1,318
			6,911
	Extra Visits		1,416
	Total		8,327

SUMMARY OF INSPECTIONS TO VESSELS, BRITISH AND FOREIGN OWNED

HULL

Owners			
British	Steamships	640	
	Motor Vessels	1,035	
	Fishing Vessels	1,631	3,306
Foreign	Steamships	361	
	Motor Vessels	1,914	
	Fishing Vessels	12	2,287

GOOLE

Owners			
British	Steamships	208	
	Motor Vessels	665	873
Foreign	Steamships	3	
	Motor Vessels	442	445
			6,911
	Extra Visits		1,416
	Total		8,327

The nationalities and number of inspections are shown below :—

British	4,179
Dutch	1,067
German	723
Swedish	210
Norwegian	184
Danish	110
Finnish	102
Russian	63
Liberian	43
Polish	36
Icelandic	33
Jugo-Slavian	27
Greek	18
Spanish	17
Israeli	13
Belgian	15
Indian	12
Panamanian	11
Costa Rican	9
Italian	8
French	8
Faroese	6
Japanese	3
Eirean	3
American	2
Portuguese	2
Yemenese	2
Guatamelan	1
South African	1
Bulgarian	1
Lebanese	1
Swiss	1
Total	6,911

APPENDIX II

Table showing the Ports from which came vessels dealt with on Arrival by the Medical Officers

Port	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Abadan . .	—	—	—	—	—	—	1	—	—	—	—	—	1
Abo	—	—	—	—	1	1	—	—	—	1	—	—	3
Adriatic Ports *via* Algiers . .	—	—	—	—	—	1	—	—	—	—	—	—	1
Australian Ports *via* Suez . .	2	2	3	1	1	1	1	—	—	—	—	—	11
Bremen . .	1	—	—	—	—	—	—	—	—	—	—	—	1
Haifa	1	1	1	1	1	—	—	—	2	1	1	—	9
Hamburg . .	—	—	6	7	8	9	9	8	4	5	—	—	56
Helsingfors . .	1	—	—	—	—	—	1	—	—	—	—	—	2
Hobart *via* Aden	—	—	—	—	—	1	—	—	—	—	—	—	1
Indian Ports . .	1	1	1	1	—	—	—	1	—	—	2	—	7
Isle of Grain . .	—	1	—	—	—	—	—	—	—	—	—	—	1
Izmir *via* Ceuta	—	—	—	—	1	—	—	—	—	—	—	—	1
Jaffa	—	1	1	1	—	—	—	—	—	—	—	—	3
Lattakia . .	—	—	—	—	—	—	—	1	—	—	—	—	1
Mauritius . .	—	—	—	—	—	—	—	—	—	1	—	—	1
Mombasa . .	—	—	—	1	—	—	—	—	1	—	—	1	3
Montevideo *via* Dakar . .	—	1	—	—	—	—	—	—	—	—	—	—	1
Morphou Bay *via* Algiers . .	1	—	—	—	—	1	—	—	—	—	—	—	2
Naples *via* Ceuta . .	—	—	—	—	—	—	—	—	1	—	—	—	1
Nassau *via* Azores . .	—	—	—	—	—	—	—	—	—	—	—	1	1
North African Ports . .	2	1	2	1	2	1	1	1	1	1	—	2	15
Carried forward	9	8	14	13	14	15	13	11	9	9	3	4	122

Port	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Brought forward	9	8	14	13	14	15	13	11	9	9	3	4	122
North Sea . .	—	—	—	—	1	—	—	—	—	—	—	—	1
Port Said . .	—	1	—	—	—	—	—	—	—	—	—	—	1
Port Sudan . .	—	—	—	—	1	—	—	—	—	—	—	—	1
Reykjavik . .	—	—	—	—	1	—	—	—	—	—	—	—	1
Rijeka	—	—	—	—	—	—	1	—	—	—	—	—	1
Rostock . .	—	—	—	—	—	—	—	—	—	1	—	—	1
Rotterdam . .	6	5	8	10	13	13	15	13	13	11	8	7	122
Santos *via* Dakar . .	—	—	—	1	—	—	—	—	—	—	—	—	1
Sibenik *via* Ceuta . .	—	—	—	—	—	—	—	2	—	—	—	—	2
Singapore . .	—	—	—	—	—	1	1	—	—	—	—	—	2
South African Ports *via* Dakar . .	—	—	—	—	—	—	1	—	—	—	—	1	2
South American Ports *via* Dakar . .	—	—	—	1	—	—	—	—	—	—	—	—	1
Spezia *via* Algiers . .	—	—	—	—	—	—	—	—	—	—	—	1	1
Tromso . .	—	—	1	—	—	—	—	—	—	—	—	—	1
Tyne Ports . .	1	—	—	—	—	—	—	—	—	—	—	—	1
West African Ports . .	1	3	2	4	3	1	1	2	4	3	1	2	27
Extra Medical Inspections . .	—	1	—	—	—	—	—	—	—	—	—	—	1
Totals . .	17	18	25	29	33	30	32	28	26	24	12	15	289

AFPENDIX III.

Statement showing the Number of Admissions to Hospitals During 1959

Date of Admission 1959	*Disease*	*Rating*	*Name of Vessel*	*Where from*	*Date discharged*
March 10th	Pulmonary Tuberculosis	3rd Hand	s.t. " St. Peter "	Tromso	Still in hospital
March 26th	Pneumonia	Stoker	s.s. " Lech "	Gdynia	April 7th, 1959

APPENDIX IV.

Vessels on their Arrival on which Cases of Infectious Disease existed or had occurred during the voyage.

Date 1959	*Name of Vessel*	*Where from*	*No. of Cases*	*Rating*	*How dealt with*
			CHICKEN-POX		
March 18th	s.s. " Clan Robertson "	Adelaide	1	Seaman	Remained on board in care of Ship's Surgeon.
July 16th	m.v. " Bolton Abbey "	Rotterdam	1	Passenger	Proceeded home in care of parents.
Aug. 18th	s.s. " Volo "	Oslo	1	2nd Officer	Treated by own doctor.
Dec. 12th	s.s. " Umzinto	South African Ports	1	Seaman	Treated on board in ship's hospital.
			INFLUENZA		
April 23rd	m.v. " Adler "	Hamburg	1	Mess Boy	Treated by Agent's doctor.
May 7th	m.v. " Trollafoss "	Reykjavik	4	Crew	Two suffering during the voyage ; Two treated by Agent's doctor.
Feb. 23rd	m.v. " Jag Laxmi "	India	1	Electrician	Treated by Agent's doctor.
Nov. 29th	m.v. " Bolton Abbey "	Rotterdam	2	Asst. Stewards	Proceeded home for treatment.
Nov. 3rd	m.v. " Mutlah "	Bombay	1	Seaman	Treated by Agent's doctor.
			PNEUMONIA		
March 26th	s.s. " Lech "	Gdynia	1	Stoker	Admitted to the Western General Hospital Hull.
May 23rd	s.t. " Thornella "	Sea	1	Spare Hand	Collapsed and died on board ; vessel returned to port.
			TUBERCULOSIS, PULMONARY		
March 10th	s.t. " St. Peter "	Tromso	1	3rd Hand	Admitted to the Castle Hill Hospital Cottingham.
Oct. 30th	B.T.C. Tug	—	1	Engineer	Landed at Goole.
Oct. 31st	s.s. " Malmo "	Trieste	1	Seaman	Landed at Trieste—return to the United Kingdom for treatment.

APPENDIX V

Total number inspected	6,700
Total number of ships with defects, including those due to dirt, vermin, etc.	342
(a) at Hull	
British owned	84
Foreign owned	204
(b) at Goole	
British owned	17
Foreign owned	37

(*a*) **Defects of Original Construction**

FOREIGN

VENTILATION :

	No. of defects	Remedied
Unventilated washplaces	82	—
,, W.C. compartments	78	—
,, cabins	57	—
,, combined W.C. and washplace	19	—
,, messrooms	18	—
,, galley messrooms	16	—
,, pail closet compartments	12	—
,, shower compartments	8	—
,, forecastle	1	—
,, galley	1	—
,, combined W.C. and shower compartment	1	—
Ventilators in an unsatisfactory position over bunks	2	—
WATER CLOSETS :		
W.C.s without water supply	24	—
Totals	319	Nil

(*b*) Structural defects through wear and tear

BRITISH

	No. of defects	Remedied
Defective W.C.s and fittings	26	23
,, radiators	7	7
,, side ports and glasses	6	2
,, and choked scuppers	5	5
,, electric heaters	5	5
,, stoves and fittings	3	3
,, and leaky overhead decks	3	3
,, waste pipes	2	1
,, showers	2	1
,, water supply to washplaces	2	2
,, tables	2	2
,, wash-hand basins	2	2
,, cork dusting	2	2
,, door	1	—
,, refrigerator	1	1
,, geyser	1	1
,, tap	1	1
,, heating system	1	1
,, lagging to steam press pipes	1	1
No door to alleyway	1	1
Totals	74	64

FOREIGN

	No. of defects	Remedied
Defective W.C.s and fittings	10	3
,, bunk	1	1
,, scupper	1	1
Totals	12	5

(*c*) Dirt, Vermin and other conditions prejudicial to health

BRITISH

	No. of defects	Remedied
Dirty condition of cabins	220	220
,, ,, ,, messrooms	51	51
,, ,, ,, W.C. Compartments	46	46
,, ,, ,, washplaces	45	44

	No. of defects	Remedied
Dirty conditions of combined W.C. and washplaces	6	6
,, ,, ,, pantries	6	6
,, ,, ,, recreation rooms	5	5
,, ,, ,, alleyways	4	4
,, ,, ,, forecastles	2	2
,, ,, ,, galleys	2	2
,, ,, ,, saloons	2	2
,, ,, ,, companionway	1	1
Cabins require painting	10	10
Washplaces require painting	4	4
Messrooms require painting	2	2
W.C. compartments require painting	2	2
Galley compartments require painting	1	1
Verminous condition of cabins	146	146
,, ,, ,, messrooms	35	35
,, ,, ,, forecastles	26	26
,, ,, ,, washplaces	18	18
,, ,, ,, galleys	17	17
,, ,, ,, alleyways	9	9
,, ,, ,, pantries	7	7
,, ,, ,, storerooms	5	5
,, ,, ,, lockers	5	5
,, ,, ,, combined W.C. and washplace	3	3
,, ,, ,, hospitals	2	2
,, ,, ,, saloon	1	1
,, ,, ,, wheelhouse	1	1
,, ,, ,, bakery	1	1
,, ,, ,, chartroom	1	1
,, ,, ,, recreation room	1	1
,, ,, ,, lounge	1	1
,, ,, ,, smokeroom	1	1
,, ,, ,, bar	1	1
Insanitary condition of galley refuse	7	7
Misappropriation of crew spaces :	—	—
Dryingroom used as a storeroom	2	2
Hospital used as a storeroom	1	1
Totals	700	699

FOREIGN

	No. of defects	Remedied
Dirty condition of W.C. Compartments . .	6	4
,, ,, ,, washplaces	4	2
,, ,, ,, alleyways	2	2
Verminous condition of cabins	18	18
,, ,, ,, messrooms . .	6	6
,, ,, ,, pantries	4	4
,, ,, ,, galley	1	1
,, ,, ,, storeroom	1	1
Insanitary condition of galley refuse	5	5
Totals	47	43

(*d*) Defects arising from structural alteration

BRITISH

	No. of defects	Remedied
Ventilation :		
Unventilated W.C. compartments	6	—
,, messrooms	5	—
,, combined W.C. and washplace	2	—
,, drying room	1	—
,, washplace	1	—
,, pantry	1	—
Totals	16	Nil

FOREIGN

	No. of defects	Remedied
Ventilation :		
Unventilated cabins	42	—
,, washplaces	28	—
,, W.C. compartments	27	—
,, messrooms	17	1
,, combined W.C.s and washplaces	5	—
,, pantries	2	—
,, recreation rooms	2	—
,, galley messrooms	2	—
,, galley	1	—
,, laundry room	1	—
Ventilator in unsatisfactory position over bunk	1	—
Heating:		
No heating to cabins	7	—
Water Closets :		
W.C.s without water supply	3	—
Totals	138	1

APPENDIX VI

THE HEALTH AND WELFARE OF SEAFARERS ON BOARD SHIP

by

ALEXANDER HUTCHISON
M.D., Ph.D., D.P.H., F.R.F.P.S.G., D.P.A.,
Medical Officer of Health
City & County of Kingston upon Hull
Port Medical Officer
Hull & Goole Port Health Authority

Safeguarding the health of seamen has always been a problem with its own special difficulties. According to Briau,(1) doctors were carried on board the larger ships of the Roman fleet who were not obliged to undertake combat duties. Voyages in these early days were confined to fairly short distances. Long voyages, when undertaken, were made in short stages around the coast, thus enabling crews to obtain fresh meat, fresh vegetables, and fresh drinking water, so that the deficiency diseases to which I will refer later were almost unknown amongst seafarers. With the advent of the improved compass in the 15th Century,(2) ships undertook voyages lasting many weeks and most of the time was spent at sea. This new era in shipping introduced new diseases among merchant seamen, the principal of these being scurvy. This disease was to influence sea history for almost the next 350 years. Blane has revealed how Vasco da Gama(3) set out in 1497 to sail round the Cape of Good Hope, and though his ships had made provision to meet practically every eventuality they carried no medical stores. Scurvy and the dysenteries played havoc among crews on long voyages, and history is full of tales of the heroic journeys made by these seamen of olden days.

Great steps forward took place from the 16th Century onwards in the medical care of seamen, which culminated in the publication by Lind of various papers dealing with sickness among merchant seamen. Captain Cook,(4) fully aware of the recommendations made by Lind,(5) put them into operation and so was able to make his famous voyage around the world without the loss of a single life through preventable disease.

The basic factors which affected the seamen's health and welfare in those far off days are more or less the same factors which affect his health and welfare in modern times. These are :

1. *Accommodation* : (*a*) Siting of the Sleeping Accommodation, (*b*) Ventilation, (*c*) Heating, (*d*) Lighting, (*e*) Washing Facilities, and (*f*) Recreation Rooms.
2. *Food* : its handling and preparation, mess rooms, the cleanliness and the situation of the galleys, and the qualifications of the cooks.
3. *Medical Care* : Hospital facilities on board, the qualifications of the personnel in charge of the sick, the standard of the medicine chest, and the ship's radiotelegraphy and radiotelephony facilities.
4. Welfare facilities and their administration.
5. The esprit de corps of the ship's personnel.

Let us look for a moment at the problem of crew accommodation.

The literature on this subject is enormous and much advice has been given by many of our predecessors and by some of us present in this room today, and it is with great satisfaction that I feel I can report that that advice has not fallen upon stony ground.

Crew accommodation is now fast approaching the standard of accommodation available in many first class hotels, and the improvements have been especially marked since the end of the last war. Gone are the days when the seaman lay in cold, wet, overcrowded fo'csles, where, being unable to read, partly because the lighting facilities were exceedingly poor and partly because he had never learnt to read, he composed sea shanties, which were old sea stories put to music.

May I touch on a few points regarding accommodation, ventilation, heating, lighting, washing facilities, recreation rooms, which merit special mention.

Sleeping accommodation for the crew should always be above the summer load line and preferably situated amidships, although it is recognised that in certain types of ship, i.e. tankers, the most advantageous position is aft. Wherever possible it is a good idea to give a man a home of his own—or in our case, a cabin of his own. This engenders a spirit of independence in the seaman and it stimulates him to keep his home in good order, and it also helps to eliminate friction on board ship. If his home is dirty then only one person can be blamed for it. To encourage him, of course, the bedding—sheets, blankets, etc—should be of good quality and should be laundered at regular and definite intervals. Other home comforts, such as a locker, a desk, and a comfortable chair should also be supplied.

Ventilation of the crews cabins should not depend wholly upon natural ventilation. There should be some form of mechanical ventilation, and in some countries this is obligatory in ships over a certain tonnage engaged on certain trading routes. Even today in some ships which regularly pass through the tropics no mechanical ventilation is available, and in those where there is mechanical ventilation, the vast majority can only blow in hot air or air from outside, they cannot blow in cold air which is so essential for the comfort and and health of the crew in the tropics. The inlets should be positioned so as to avoid draughts and I am sure that if this were done, in a very short time we would hear no more of the stories of crews stopping up the inlets to avoid draughts, and the men would use the better ventilation systems which would improve their health and lessen the incidence of respiratory complaints among them.

It was with pleasure that I read recently that the International Labour Office had resolved that " . . . considering further that the principles of air conditioning on board ship should be investigated with a view to the application to crews quarters ; requests the governing body of the International Labour Office to initiate a study of the question of the air conditioning in relation to crew accommodation and to refer the question to an early session of the Joint Maritime Commission for further consideration ".(6) I am sure that this will open up an avenue for further investigation of this problem and will soon produce the results which we all hope shall come to pass.

Heating. The old days of coal stoves, which were a definite danger, not only from fire but for various other reasons, and which were always a source of controversy, have more or less gone. Central heating would appear to be very popular, but more and more, are combined ventilation and heating systems being introduced. These have the advantage that they are easily controlled, but it is essential that they should be capable of being operated in port with the same efficacy as they can be operated at sea. If not, then some form of emergency heating should always be available, especially when the ship is in port.

Lighting. Every attempt should be made to get as much natural lighting as possible. In many ships this can only supply a small part of the lighting necessary in cabins, and in others, especially in large passenger liners, some parts of the crew accommodation must rely upon artificial lighting all the time. Bearing this in mind, it is essential that artificial lighting should be of a high quality and quantity, as there is nothing more depressing than living for long periods, or attempting to work, in places which are poorly lit.

Lighting on deck is a problem which requires further investigation. In port you can have all the lighting you wish, but at sea it is necessary for the lights on deck to be reduced in order to safeguard the safety of the ship. This reduced illumination on deck may be responsible for some of the accidents which occur when obstacles such as cleats, ring bolts, etc., may be lying in shadow.

Washing facilities. Great improvements have taken place in the washing facilities provided. These should be situated as close to the sleeping accommodation as possible, and it is of special importance that washing facilities should be available close to the engine room, so that the men coming off duty can wash and cool down there before returning to their quarters. This facility is still absent in many ships, but it should certainly be provided in all new ships.

Fresh water for washing purposes should always be available in abundant supply, and crews should be encouraged to make the fullest use of baths and sprays while at sea. The close relationship of disease and dirt should be emphasised by all in charge of the crew.

Where washing machines have been installed by enlightened ship owners the washing of clothes has become much simpler and quicker and more thorough, and the men make much use of the facilities provided. This is an excellent thing.

Recreation Rooms. These can do a great deal to reduce discomfort and promote good health on board ship, especially where the voyage is a long one. As well as recreation rooms, some open space on deck should be provided for the crew so that they may get sufficient fresh air and exercise, and this is all the more necessary on the large passenger ships where there may just be a tendency for all available open air space to be reserved for the passengers.

Perhaps one of the most important factors which influence the seafarer and his wellbeing is the food he eats. The old days of salt beef, hard tack, etc., are gone, but there is no doubt that the quality and quantity of food on board ship has been, and still is, a constant source of discussion on board. Just how many of the various gastro-intestinal complaints reported amongst crews can be attributed to the food is debatable. It is true that the quality has greatly improved but it could be still further improved, provided that more attention was given to the siting of the galleys and to the cooks who prepare the food in these galleys.

The standard of galleys has greatly improved. Cleanliness is much better than it was in the old days, but often the galleys are badly positioned, so that for some members of the crew at least, the food will not be served fresh, and in many cases may have to be carried across an open deck before being served in the mess room. Some ships provide heated containers for this transport, some have hot plates in the mess rooms, but these are not real solutions to this problem. It is so very much nicer to have food served straight on to a plate and straight to the table, than to have it carried in bulk and then re-heated or kept warm on a hot plate. Although the first come and first served enjoy a hot, fresh meal, the people turning up at the latter end of the meal are not so fortunate.

Before the food ever gets to the crew it has to be prepared, and I am sure that the preparation of the food is a matter which requires most careful study. We all know that in some mercantile services certain standards are laid down for cooks. I have examined the course prescribed for cooks in the British Mercantile Marine and although it is certainly an improvement on the qualifications required, say, some 20 years ago, nevertheless it leaves much to be desired, because we must remember that these cooks have to provide meals for a wide variety of crews of varying nationalities, and that ships are passing to and from warm and cold climates. The cook, too, is supposed to be able to provide meals for the crew in sickness and in health. I very much doubt whether all this knowledge can be acquired in the limited time which is prescribed by regulation in the countries which require qualifications, and I feel that here again is an important subject to which we should give our attention at this conference.

Medical Care. For many, many years the medical care of seamen has revolved mainly on two or three major complaints. Indeed for a long time sociologists and the medical profession, when dealing with seamen, tended to concentrate their efforts on three aspects of the seamen's wellbeing, i.e. venereal disease, tuberculosis and drunkenness, an attitude of mind which I can assure you is greatly resented at the present moment by the seafarer. I think, however, in fairness to our predecessors, that I should say that these were very definite problems in days gone by and there is no doubt that a tremendous amount of good work has been done in the past in these fields. Nevertheless the attitude of the seaman towards his own health has greatly changed in the last decade or so, and with the improved facilities for the prevention and treatment of venereal disease and tuberculosis the significance of these diseases is diminishing.

The great difficulty that confronts all investigators into the health of the merchant seaman is lack of accurate information. As far back as 1932, in a Board of Trade report in England on Statistics Relating to Mortality in the Mercantile Marine, the following statement appeared :—

" The consideration of the questions affecting the health of the Mercantile Marine has in the past been hampered by the lack of reliable statistics which would enable a comparison to be made between the health of the merchant seaman and the health of persons engaged in shore occupations which would have enabled reliable conclusions to be drawn as to the improvement or deterioration from time to time of the health of the merchant seaman as a class or as to the extent to which they are affected by particular diseases."(7) and today this is as true as it was in 1932. Many of you here will have come prepared to discuss the health of the seafarer, and I am sure that many of you will have encountered the same difficulties as I and many others before me have done, in trying to collect accurate information. During the war I carried out a survey of some 10,000 cases of sickness among seamen of all nationalities and the report of my investigations has been published.(8) Since I was invited to speak at this conference, I have made intensive enquiries in Great Britain in an attempt to get accurate information, but I am afraid with little success. (Not because shipping companies did not wish to divulge their figures but simply that they just were not available). From the information which I have been able to obtain one or two facts stand out, and these are that the accident rate amongst merchant seamen is exceedingly high, and that gastro-intestinal and respiratory diseases, and diseases of the skin are the main afflictions which beset seamen. Indeed in the United Kingdom almost half of the persons who die at sea, die violent deaths.(9) Figures from some countries show that the incidence of accidents may be as high as 50% of all incapacitating sickness.(10)

Venereal disease and tuberculosis are definitely on the wane. The intensive efforts of our predecessors to stamp out tuberculosis and venereal diseases are now bearing fruit. Most seamen when they get to a port know how to get treatment for venereal disease, but it is not so easy to get information on where to obtain treatment for tuberculosis or where to get a check-up. It is true that in many areas there are facilities for mass miniature radiography, but it is also true that these facilities are not always easily available for the merchant seaman even when he has found out that there are such facilities, and therefore I think that this is a problem which we could consider at this conference.

For the day to day illnesses of the crew which occur on board ship I feel that there is much we can do to improve upon the present method of care and treatment. As you know, at present in this country, and in many others, only the deck officers require to have any first aid knowledge, indeed in Great Britain, when an officer is presenting himself for examination for his master's certificate he must be in possession of a ‘ live ’ first aid certificate, but from that day onwards he need never take a refresher course throughout his whole seafaring career. Therefore, we must ask ourselves, is the captain or a deck officer the right man to be the dispenser of medicines and the diagnostician on board ship, for more often than not when his services are most required in this role they are required elsewhere for the safety of the ship.

Very often on board ship the care of a sick or injured seaman is left to a member of the catering department, or to one of his friends, who may never have had any first aid training, and who rely on some form of Ship Captains Medical Guide(11) for advice and guidance. Another point which we must remember, too, in the care of the merchant seaman is that more and more therapy is being given by injection and many of the people in possession of first aid certificates, and many more of those without them, have never given an intramuscular injection or an intravenous injection in their lives and are, in fact, extremely apprehensive at the thought of doing so. Various medical guides have been published which are all helpful in their way, and the International Labour Office has recently published a Convention dealing with the Contents of Medicine Chests on Board Ship.(12) At the same time, the International Labour Office have published a new Convention on Recommendations Concerning Medical Advice by Radio to Ships at Sea.(13) But helpful though these may be and undoubtedly are, still someone must administer the treatment and someone must be able to make a diagnosis, because unless a fairly accurate diagnosis is made the result of treatment might well be disastrous.

This brings me to the question of whether there should be a fully trained person on board ship to look after the sick. I do not suggest that this person should be a full-time officer, because, if he were, much of his time would be wasted, but I do feel that there should be someone on board ship with the same qualifications as a naval sick berth attendant, and that this person should have a fully recognised course of training in nursing. His relationship to the master would be in some way akin to that of ship's surgeon, but his responsibility and authority would not be so high. In his training he might also be taught with advantage to be able to carry out simple dental extractions. He could most profitably be employed as a writer on board who would be seconded to nursing duties as and when required.

I have mentioned earlier the use of radio at sea. This I think is one thing which must be improved in the near future. Radio-telegraphy is very useful, but it will never replace the verbal word, and therefore I feel that there is a tremendous opening for the expansion of the radio-telephony service at sea. Radio-telephony at the present moment has a comparatively short range—200 to 300 miles is said to be about the maximum—and not all ships carry radio-telephony. How much easier it is for the person in charge of a sick person to discuss with a doctor the patients symptoms, rather than to send out terse messages and receive equally terse messages back by radio-telegraphy.

Turning now for a moment to the work of the Joint Committee of the International Labour Office and the World Health Organisation on the Hygiene of Seafarers,([14]) ([15]) I would like to pay a very sincere tribute to the excellent work done by this Committee in the past. They have done a tremendous amount of good, and their work on tuberculosis, venereal disease, hospitalisation, medical examination of seamen prior to taking up seafaring as an occupation, is most commendable. I am sure if the Association undertook a study of the everyday illnesses which occur at sea and made recommendations for dealing with them under modern conditions, much good would result, but before such a study could be undertaken it would be necessary for reliable statistics to be available and I think that the Association should consider how best these figures can be obtained.

In the meantime, I would like to state that I am convinced that one of the greatest steps forward which has been taken to safeguard the seaman's health in the past decade is the pre-employment examination which some mercantile marine services have introduced. These should be repeated at the end of certain specified periods, and although I know that there may be repercussions from other organisations, nevertheless I think it is in the seamen's interest that this should be done.

Turning now to welfare arrangements, these were greatly improved during the last war and since then. Welfare varies a great deal from ship to ship and from country to country. One of the greatest advances in welfare I think has been to allow the seaman to have a ration of beer or spirits while at sea. He does not now come ashore with a raging thirst and go straight to a saloon, quench his thirst in no uncertain manner, and then become the victim of the various charlatans and harlots who frequent ports. This is one of the contributing factors in the reduction of the incidence of venereal disease which has taken place. In the old days it used to be difficult to make welfare arrangements for the seaman whilst at sea because of the irregular shifts they worked, but now that working conditions have improved welfare can more easily be planned. The arrangements do not need to be elaborate, for the seaman, if he feels that someone is taking an interest in him, will respond to that interest and will be grateful for it.

The welfare arrangements on board must vary according to the type of ship and to the voyage being undertaken. The usual facilities provided on long voyages are reading material, films, daily news bulletins and information regarding sporting events. It is most essential that the welfare arrangements on board ship should be closely linked up to those on shore if welfare is to play its full part in making the merchant services an attractive profession.

Turning to who should organise welfare on board ship, I do not think there is any necessity for a welfare officer, per se, to be appointed, but it would be an advantage if someone were appointed in a part-time capacity to undertake this work. This officer would always be responsible to the captain. The aspects of welfare to which he might well devote his attention are the arranging of games on board ship and for similar activities in foreign ports, helping the men with their personal problems, and ensuring that wherever possible members of the crew wishing to take advantage of the various educational facilities available are helped in every way to obtain them.

And finally may I turn to what I think is one of the most important factors in the health and welfare of seafarers, the esprit de corps of the ship's personnel.

The average ship's company represents a fairly representative cross-section of the community. Seafarers are not, as is so often said, a race apart. They have their peculiarities but so have members of any specialised occupation. The seaman has picked the sea for his career just as any other person decides on what occupation will give him the most satisfaction. Living as they do in a relatively small community, sometimes for long periods, personal relationships very often undergo great strain. If disharmony is allowed to continue the morale of the ship goes down and the effectiveness and efficiency of the ship deteriorates. Difficulties between the men can often be smoothed out by a friendly word from an officer but it is more difficult to resolve poor relationships between men and the officers. Very often harmony could be restored if there was a better understanding of the whole problem of human relationships by those in charge. A ship does not need to be expensively fitted or lavishly equipped to be a happy ship but no doubt this helps. What it does need, is someone with a lot of common sense and an understanding of the various human problems that can beset members of a crew of a ship and someone who can give good solid advice.

But where are ships officers to obtain this knowledge of human relationships ? Recently there has been a suggestion that shipping companies might follow the lead of many other large business concerns throughout the world and organise courses in personnel management and human relationships, for their staff. These, it is admitted, would be rather difficult to arrange, because there is no use having a course lasting just a day or two ; they must be intensive courses and of not too short duration. If they were instituted I am sure that they would do much good, and I think that ship owners would do well to consider the inauguration of such courses for their senior officers. They would pay good dividends.

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